

1-3. (CANCELED)

4. (NEW) A control of a power train for a wheel loader having one pressure-medium actuated brake and one transmission with variable ratio, wherein the transmission is operated via a torque converter and comprises at least one or more of two forward and reverse gears respectively actuatable by a power shift clutch, and one power take off, when a predetermined value of power delivered by the transmission to the power take off is exceeded, pressure of an engaged power shift clutch for a forward or reverse gear is reduced to a residual level, wherein when a predetermined value of the power delivered by the transmission to the power take off is exceeded, the ratio of the transmission changes in a manner such that an input force of the wheel loader is maintained as well as possible.

5. (NEW) A control of a power train for a wheel loader having one pressure-medium actuated brake and one transmission with variable ratio, wherein the transmission is operated via a torque converter and comprises at least one of two forward and reverse gears respectively actuatable by a power shift clutch, and one power take off, wherein when a predetermined value of a power delivered by the transmission to the power take off is exceeded, pressure of the engaged power shift clutch for one of the forward or reverse gear is reduced to a residual level, when a predetermined value of the power delivered by the transmission to the power take off is exceeded, a power shift clutch for a 1st forward gear is engaged so that an input force of the wheel loader is maintained as well as possible.

6. (NEW) A control of a drive train for a wheel loader having one pressure-medium actuated brake and one transmission with changeable ratio operated via a torque converter and one or more of one forward and reverse gear respectively actuated via a power shift clutch, and one power take off wherein, when a predetermined value of power delivered by the transmission to a power take off is exceeded, pressure of the engaged power shift clutch of a forward or reverse gear is reduced to a residual level, when a predetermined value of power delivered by the transmission to the power take off is exceeded, the pressure on the brake is reduced.

7. (NEW) The control of a drive train for a wheel loader according to claim 5, wherein when a predetermined value of the power delivered by the transmission to the power take off is exceeded, pressure on a brake is reduced.